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APRIL **74**

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# YORKSHIRE CENTRE CIRCULAR

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APRIL **74**

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each month.

## COVER PICTURE

John MacDonald's Morgan Plus 8 fills the Chicane  
at Croft while he hangs on to a tenuous lead.  
(Photo : Haydn Spedding)

# Forthcoming Events

(Subject to alterations after press closing date!)

## Club Night — 2nd May, 1974

We'll try again; last month the club night driving tests had to be postponed because it was impossible to get a permit in time, so the organising team is applying to transfer the event into the date reserved for the May club night. Again the plot is for a series of industrial driving tests, starting at Chippindale Engineers' works on the Leeds Ring Road at Farnley, at 6-30 p.m. The start control will be open until 7-15 p.m. Any queries to Tim Smith at Shipley 51327 during working hours.

## The "E. A. Denny" Production Car Trial 12th May, 1974

After a series of vicissitudes which included a slipped disc for Roland Wilson, from which he is now fortunately on the mend, and a demand for gold for the use of the hills to which the organisers have succumbed, it is now predicted that the 1974 "Denny" will happen. The start will be at Masham, and 20 hills have been arranged at fabulous expense; the middle of the event will have a break for refreshment at the now traditional venue of the Freemason's Arms at Nosterfield. Regulations are almost complete and should be enclosed with this Circular.

## The Mintex Dales Rally — 18th May, 1974

Now that the embargo on rallying has been lifted, the preparations for the "Dales" are well under way, and an exciting rally is promised. The B.A.R.C. are manning a special stage in the forests again, and volunteers for this are urgently required. Doug Marsden is acting as Chief Marshal for the stage, and asks that names are sent to the Centre office as soon as possible.

The stage is early in the morning, and the party will assemble at Thornton Dale at 0615 — the least it will be warmer in May than it would have been in February! Among the entries, Roger Clark will be giving the RS2000 its competition debut, Jack Tordoff hopes to have his drastically-modified Porsche pulled more or less back into shape, and the whole rallying "circus" is expected, with entries from Andrew Cowan, Jimmy Rae, Will Sparrow, Jean Denton and many others already to hand.

## The Harewood Practice Day — 19th May, 1974

Once again the opportunity has come round for

those members who do not usually venture into the fierce, competitive world of hill-climbing to try a non-competitive practice run at the hill to see what they are capable of. The practice day also forms an opportunity for the more serious competitor to try out modifications or conduct experiments without the pressure of having to produce results to order. Would-be entrants are reminded that if they do not hold a speed events competition licence they will need a temporary one for the event, and that they will be required to satisfy the Scrutineers that they have a crash helmet and that their car complies with the safety regulations which apply to all speed events. Entry forms should be included with this Circular.

## The Spring Bank Holiday Race Meeting — Croft 27th May, 1974

The Monday of the Spring Bank Holiday sees another of our Croft race meetings at the Autodrome. As usual, practice commences at 12 noon, and the first race is timed for 2-30 p.m. The programme includes races for Modsports (Blue Circle and Northern Clubs Championships) Special Saloons (Wendy Wools Championships) Formula Ford (B.A.R.C./N.S.C.C. Northern Championship) Clubman's Sports Cars (Champagne Championship) and Formulé Libre.

## The "Castrol/BEN" Charity Hill Climb 2nd June, 1974

This year sees a departure from our past programme in that instead of the "Vintage and Novices" Hill Climb we shall be holding a special event in conjunction with our old friends at Castrol. As this year's Chairman of the Motor Trade Benevolent Fund (known in the trade as BEN) is one of Castrol's executives, it was felt appropriate to link our June hill climb, which in the past has had various charitable connections, with this cause. There will be classes for vintage cars, and special invitation classes to ensure a star-studded entry, and there will also be various attractions for family parties visiting the course.

Incidentally, on the subject of Harewood, it appears that incorrect information has been published on the subject of admission charges for the 1974 season. The charges will be

Hillside Car Park	50p
Adults	50p
Children	15p
Paddock Transfer	30p

Season tickets will not be produced this year, as the demand was so low over the past couple of seasons that the sale of tickets did not cover the cost of printing. Any member who wishes to make

a seasonal booking should contact the centre office to arrange for the supply of tickets on a pre-booked basis.

#### **Club Night Event — 6th June, 1974**

At the moment the plot is being hatched for a production car trial under the supervision of John Busfield; more details next month.

#### **The Scarborough Weekend — 8/9th June, 1974**

The 26th Scarborough weekend will take the form, more or less, of the last twenty-five, with a start at the Hazelbush Cafe near York, and tests at Cottam, Full Sutton, Olivers Mount, Albert Road and Seacliffe Road car park. This year the organising team is under the direction of David Scatchard for the first time, with John English as Secretary of the Meeting; regulations should be included in the Circular. Scores of marshals are needed; please ring the Centre Office, or "Boris" Hardcastle at Collingham Bridge 3205.

The centre point of the weekend is the Prince of Wales Hotel, Scarborough, where special arrangements have been made for a block booking for B.A.R.C. members and their families. Dinner, bed and breakfast will cost £5.25 per head, dinner only, £1.75. There will be a dance, with the Beeline

disco, for which the admission is 50p per head. You are asked to book early so that the hotel can make plans, and the manager asks that you make your reservations before 12th May to avoid disappointment; remember to mention the BARC block booking.

#### **Long-Term Forecast**

The Social Committee have asked me to announce that there will be a Barbecue Dance on 6th September, when the successful champagne bar will be repeated, along with other attractions.

#### **Isle of Man Weekend — 20th September, 1974**

The Longton and District Motor Club are organising a trip to the Isle of Man which includes return boat fare from Liverpool, two nights' bed and breakfast, the Longton Hill Climb on the T.T. circuit, and a "Grand Ball" on Saturday night, all for £9.00. Details are available from Mrs. G. Nicholson, 4 The Spinney, Tarleton, Nr. Preston. My main recollection of the island after spending three months there is that the population is composed of two women for every man (statistically, that is) but you might still have some time left to go to the hill climb.

---

# **MARSHALS WANTED**

**for the**

# **Scarborough Weekend**

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**or to the Centre Office (Leeds 38972)**

# THE CENTRE ANNUAL GENERAL MEETING

The 51st Annual General Meeting of the Yorkshire Centre was held at the Queens Hotel, Leeds, attended by the rather sparse gathering of about 40 members including the Officers and Committee. It may be a reflection of satisfaction with the running of the Centre's affairs, but it looks more like apathy and lack of involvement; if a party can come all the way from Sheffield to make their views known, then surely a few more from the locality could make the effort to turn out, even if only to have a drink in different surroundings for part of a Tuesday evening.

After Hon. Secretary David Easthope had read the minutes of the previous A.G.M., Treasurer Morris Whaley reported that the Centre appeared to be comfortably solvent at the moment, and that all the expenditure on the road and facilities at Harewood have been written off. David Easthope then reported on the running of the Centre's affairs, thanking Harry Mason for all his help and Jan Walker for her work during the year. He also reported on the resignation of two committee members and recorded that the registered membership of the Centre now stands at 940.

Competition Secretary Jim Johnstone reported on the competitive season (which in fact had ended when he took over the job) thanking our officials and marshals for their work at a successful and over-subscribed series of hill-climbs, and congratulating Richard Thwaites, Tony Bancroft, Brian and Pat Kenyon and Mike Flather on their success in the Castrol/BARC and RAC championships. Croft race meetings had also been successful and well-subscribed. Our non-speed events were enjoyed by all, but club nights had been only moderately well attended. Malcolm Rogerson was thanked for his efforts in gathering teams for the Shell League; and in closing Jim looked forward to better relations with some residents of Wharfedale as a result of the committee's decision to impose silencing during part of the proceedings at Harewood.

Social Secretary Chippy Stross commented that club nights and film shows had not been very well attended, though various disco dances drew good numbers and proved entertaining, apart from raising funds for safety equipment. The Dinner Dance was even more successful than usual, and an enjoyable Hill-Climb dance was held at the Post House, Bramhope. This will be repeated, and a Barbecue will also be held in the late summer; a

dance is also planned for the postponed Buxton Weekend.

Chairman Mike Wilson commented on the current Motor Sport situation and the curtailment of our programme at the request of the R.A.C. He thanked Castrol, Shell, Andrews Brothers, Wendy Wools and Northern Sports Cars for their sponsorship, and welcomed the Northern Clubman's Champagne Championship. He expressed the club's thanks to Tony Bancroft for all his work in the cause of the Medical Caravan, and Barbara Mason for once again organising the purchase and distribution of the Centre's awards. At Harewood, the work of Dennis Townsend and Morris Whaley in the unglamorous task of money collecting, and Martin Frost in the even less glamorous though absolutely fundamental task of fettling the ladies' loos, received grateful mention. He thanked Peter Griffin for keeping the B.A.R.C. News fed with Yorkshire happenings, and Bob Soper for his entertaining and cost-conscious Editorship during the financial year, which had resulted in savings in the cost of production of the Centre Circular, and went on to note the rising cost of paper, printing, envelopes and postage — which had risen again that very day — which, coupled with a major fall in advertising revenue as a result of the winter crises, make the Circular much more expensive than it was in the past. Finally he thanked Alwyn Pritchard and Doug Marsden for their work in organising and training our marshalling force, and congratulated our hastily-compiled Castrol Quiz team on winning the area final and coming second in the inter-area final for the fifth year in succession.

The Officers for the ensuing year, and the candidates to fill the vacancies on the Committee were then elected.

Chairman : M. S. Wilson.  
Vice-Chairman : H. C. Mason.  
Hon. Secretary : D. Easthope.  
Hon. Treasurer : M. H. Whaley.  
Hon. Competitions Secretary : J. Johnstone.  
Hon. Social Secretary : L. S. Stross.  
Committee Members :  
J. A. Bancroft, P. J. C. Griffin, A. J. Hodgetts,  
Miss J. S. Lee, D. Scatchard, C. G. Seaman.

The meeting was then thrown open for questions or the discussion of any other business, but as only one suggestion was made, to repeat the "on-foot" treasure hunt, the meeting closed and transferred to informal discussion, in the bar, which went on long after in a spirit of conviviality.

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AND FUEL SURCHARGE.

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# Competition Chatter

Well, the Hill Climb season has at last got under way after the usual winter lay-off, made apparently longer by the seemingly never-ending uncertainties created by the oil crisis.

Some new cars have been unveiled with more still to come, and we look all set for a fine season of highly competitive hill climbing.

The Castrol/BARC Championship opened at Prescott on Sunday 30th March, and by the end of the day Mike Flather had come out on top, with Nick Porter just behind. This must bode well for Mike, as points scored at the beginning of the season, when competitors are struggling to iron bugs out of unsorted cars, usually prove invaluable later on. On the overall F.T.D. awards Mike MacDowell, the reigning RAC Hill Climb Champion driving last year's Brabham Repco, scored an excellent win, showing that he means business once again this year. Second was Chris Cramer in his new March-Hart 74B BDA, sorry I mean Grunhalla Lager Special, with Roy Lane, apparently suffering handling difficulties with his new McRae-GMI, in 3rd place. Knowing Roy's engineering prowess, to say nothing of his driving ability. I am sure it will not be long before the bugs are out of this car, and as it is comparatively small for a large-engined machine, its progress will be interesting to watch.

Whilst on the subject of Prescott, competitors in the Castrol/BARC hill climb championship not already aware of the news, will be pleased to hear that the Bugatti Owners Club have decided to use the BARC (Yorks) classes for their hill climbs next season. Whilst this news has not yet appeared in print, we have it on good authority, and so it looks as though you can all stop searching for one of those French-made light blue devices of yesteryear, as it will not be needed to get a fair crack of the whip.

The latest news, at the time of writing, from that well-known stable in Brighouse is that David Hepworth has restored and overhauled the Hepworth FF/Guyson Sandblast Special, and it is now mobile and ready for use on the Hills again. I reported some time ago that David was building a new car with a vast amount of power, and this car is still being constructed, pressure of a developing business making this a slow job. The old car will therefore be used for the time being. David is awaiting delivery of a new B.R.M. Interserie Sports-Racing Car, and has had last year's B.R.M. rebuilt, and up-dated to the latest specification. He is very keen to do as many rounds of the series

as time and business will permit, with a definite start to his season at Silverstone on the 12th May, where he is entered in the Martini International meeting, and here's wishing him every success.

As far as hill climbing goes, the same limitations of time apply, but David hopes to fit in enough of the rounds of the RAC Championship to put him in contention.

I see that Tony Fall's Opel Dealer team is having some success on the circuits with Peter Hanson at the wheel of a Group 1 Opel Commodore. The last available result at the time of writing was a class win and 4th overall at the Daily Express Silverstone Meeting on April 7th. Congratulations on a good start to the season by two Centre members, and in the words of some proverb or other — long may they keep it up!

Congratulations also to Brian Redman on the winning of the Formula 5000 race at Silverstone on the same weekend. It seems an awful long time since I met Brian at the Barbon Hill Climb (was it 1960 or 1961) in company with such worthies as Freddy Smith and John Lambert from Sett'e. I think that all three were competing in their first speed event, and Brian was driving a Mini — my, how times have changed!

## Invitations

- 5th May — Morcambe Car Club — Sprint at Flookburgh.
- 27th May — Hagley and D.L.C.C. — Race Meeting at Castle Combe.
- 11th Aug. — Hagley and D.L.C.C. — Race Meeting at Mallory Park.
- 13th Oct. — North Humberside Motor Club — "Stages Rally" (a B.T.R.D.A. Gold Star Championship Event).

Regulations and entry forms for the above events are available from Jan Walker at the Centre Office.  
J.J.

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## Annual Competitions

In last month's notes on the Annual Competitions, I inadvertently missed the alteration in the awarding of the Woodhead Monte Trophy, which will in future be presented annually to the member making the best individual performance in Shell Motor Club League events when entered in the name of B.A.R.C. Yorkshire Centre.

Bob Soper has volunteered for the marathon task of marking the Annual Competitions, for which we thank him most sincerely. All members will be marked for the first few events, and entry forms will not now be needed.



# THE ALL CLUBS' MARSHALS' TRAINING DAY

CROFT AUTODROME — 6th APRIL 1974

Last year a highly successful training day was held at Croft, which was backed up by further training in rescue and communications at the end of the season, and it was felt that now that the initiative has been taken the flow of training should continue and develop. As part of this development a further day of practical circuit training was arranged with the invaluable co-operation of Dixon Cade and the Croft Autodrome staff, with Les Bentley in overall command assisted by members of the organising teams of various clubs who use the Croft circuit.

About a hundred trainees assembled for the day's work, including a bus-load of the Scottish Motor Racing Marshals from Ingliston, and after a brief introduction, the various groups of marshals gathered for lectures on jobs which they hope to graduate to in time. Between lectures and subsequent questions, this took up about an hour and a half, which just about exhausted one lecturer at least, following which the party trooped down to Tower for a fire demonstration. After several petrol fires had been ignited and extinguished, both by the experienced demonstrators and the trembling trainees, using both dry powder and light water extinguishers, the discussions were adjourned to the clubhouse where pies and peas had been provided to sustain the participants.

Hunger and thirst quenched, the trainees moved out on to the circuits, where a mock race meeting had been organised, with various "drivers" briefed as to where and when they were to have their "accidents". Added to this there were other hazards provided, such as errant photographers and undisciplined spectators; I feel there was some degree of malice aforesaid in the mind of the person who designated your Editor in the role of lunatic spectator with camera! The "races" proceeded smoothly, and there were many valuable lessons learned on the spot, and many more errors noted by the eagle eyes of the watching Training Officers for discussion afterwards. Precautions were thorough, and included a "Mayday" procedure in case of a genuine nasty of any sort, which fortunately was not necessary. It nearly was when the lunatic spectator aforementioned managed to get himself impaled on the fence at Barcroft while trying to sneak over into the prohibited area by the first-aid hut, but the damage was confined to torn trousers and a dislike of sitting down for a while.

After the lads had finished having their fun, the workers trooped back for de-briefing in the clubhouse, where various Training Officers commented on the standard of performance, which by and large was high, and on any matters of importance which had been missed or misunderstood. One major point came out, mentioned by Jack Lambert but confirmed by nearly every other Training Officer who had been observing flag marshalling, and that is the positioning of the two flag marshals. Now I hold very strong views on this subject, having been present at a fatal accident involving a flag marshal, and personally will not allow any flag marshals under my control to stand back to back to work. All marshals working in pairs must always stand face to face, and it is probably the only flaw in a valuable day's training that some confusion was injected into what I and many others consider to be very sound advice to training flag marshals. However, I hope the subject was well enough ventilated in discussion afterwards to remedy the mistake, which quite apart from the safety aspect had resulted in some very odd combinations of flags from the trainees.

Thanks to all who put so much work into the organisation of the day; the reward will be in greater safety and efficiency around the circuits.

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## Harold Boulton

We are very sorry to report that Harry Boulton has died after several months' illness. While Harry was best known to the marshalling fraternity, our regular competitors will know him as the guardian of the the Paddock Exit observer's point at Croft, and of Quarry Corner at Harewood, as well as a helper at just about every other event the Centre put on, from the Scarborough Weekend to the R.A.C. Rally special stages. Not content with this, Harry was also an active member of the B.M.R.M.C., and had on several occasions won their Ronald Hudson Trophy for putting in more marshalling days than anyone else. His presence will be greatly missed at Centre events, and we send our deepest sympathy to his family in their loss.

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# BARCounter

Harry Mason has a jobbing gardener who is a bit of a character, by all accounts, and who recently was at a loose end when the weather turned a bit too inclement for outside activities, so Barbara set him on to clean the silver. No great results were expected from one more used to spades than spoons, but at the end of his labours, the silver was found to be shining as never before. John took the thanks and compliments with equanimity, and added gravely, "But of course I'm used to cleaning proper silver". Harry is now studying hall marks.

Philip Scragg has been a little concerned about the image of our regular sports-racing car drivers, as he felt that the photograph of him that has appeared on a number of occasions in the Circular and in programmes might give rise to the opinion that the cars in class 14 are driven by tired old men. So, with pleasure, we publish a slightly happier picture of Philip with the promise that such unworthy thoughts had never crossed our minds; whatever the adjective we apply to Philip, Chippy and company, I doubt whether anyone has ever thought of them as "tired".

News comes that Dick Haley has recently celebrated his silver wedding, and we send our



Picture of cheerful young Chevron driver!

congratulations and best wishes for the next twenty-five.

Congratulations also to David Mainprize and Jane Newman, who were married recently; seeing David for the first time in a few months we were astonished at what a few weeks' matrimony can do for a lad, but David hastened to deny that his appearance was the result of either his wife's cooking or of over-exertion, but was the result of losing two stone over the winter.

Jim Thomson has produced a rather exclusive tie for Yorkshire Hill-Climb Drivers, the first of which was presented to Mike Wilson at Harewood on April 14th; replicas are available from Jim for a modest sum. From the same stable is shortly to emerge a rather smooth new sports car with a V-12 Jaguar engine which will also be available for purchase by sporting drivers; in this case the price will be rather less modest, though it will still be not unreasonable.

Over the past few months, the Kenyon family has come in for a fair amount of stick in these pages, which, being good-natured, has been taken in very good part by the principal recipient. It is a pleasure, therefore, to say in all seriousness how much Brian and Pat's appearance as marshals at the Easter Harewood meeting was appreciated. In spite of two days' exposure to the biting north-east wind that sneaks over the escarpment at Stockton Farm, Brian's exuberance seemed unchecked, so the frostbite should not impair his performance too much for the future.

We hear that Henry Holliday has recently acquired a Triumph Stag from a well-known Leeds firm of Insurance Brokers. Apparently the news rendered Mr. Peter H. Scott, the doyen of Motor Critics and technical adviser to Lord Stokes, speechless when he was informed. But not for long.

One of the drivers on the B.M.W. Economy run will be that well known anonymity "Spotty Smith", navigated by "Miss Baby Bruno" heavily disguised as Jan Walker (not, she vows, in bear skin). Wonder where they'll finish up. John o' Groats?

# THE 1974 CASTROL QUIZ

Towards the end of March, it began to register that we had not played any rounds of this year's Castrol Quiz, and that the date of the inter-area final was drawing ominously near. It also began to register that we had not yet got round to assembling a team, so on Saturday, 16th March there was a rapid telephone conference, and a somewhat makeshift assemblage was concocted from the members who took part in the November club night quiz, with David Scatchard as the mainstay, supported rather diffidently by Bob Soper and Tony Hodgetts.

On Tuesday evening, March 18th, we gathered at the De Lacy clubhouse at Knottingley, rather expecting to be bounced out of the competition without ceremony, but succeeded in beating Wakefield & District Motor Club by 615 points to 215. This led us to the next round the following night, when the team, with Brian Marsden standing in for Tony Hodgetts, took on York Motor Club on their home ground and beat them by 455 points to 355.

Back again at the Rally House on the Thursday evening, and still feeling diffident, our original team met North Humberside in the area semi-final, and defeated them by 555 points to 445, which let B.A.R.C. Yorkshire Centre into the area final against Yorkshire Sports Car Club. Y.S.C.C. fielded a formidable trio in Paul Hargreaves, Roger Ellis and George Asquith, and backed them up with a vociferous bunch of supporters; we felt that this was where we gracefully sank from sight. However, after a very close contest, our team came from behind to win the area final by 555 points to 515, the result being in doubt right until the bell, which left teams and spectators alike in a state of nervous exhaustion.

This made us eligible for the inter-area final at Matlock Bath, on Saturday, 23rd March, just one week after our scratch team had been scrambled together, so still in a state of mild euphoria we assembled at the New Bath Hotel (after we'd managed to find it) to take on the One-Eleven Motor Club and the G.E.C. Motor Club from Stafford. The first match was between our team and the One-Eleven club, and after our opponents had taken an early lead, a string of questions fell well for us, and we recorded a semi-final total of 745 points

to One-Eleven's 375. G.E.C. (Stafford) then beat One-Eleven by a similar margin leaving the final as a straight scrap between G.E.C. and B.A.R.C. (Yorks). Any thoughts of being casual and relaxed had gone by now, and we crossed our fingers and hoped for a series of questions which suited our team's rather unusual blend of knowledge, and as few questions on Rallies as possible. It was not to be, though, and G.E.C. emerged the victors by 565 points to 365, after an impressive performance from a very well balanced team, who were notably quick with answers, and rarely indulged in "press first and think afterwards"; we wish them good fortune in the national finals, and would be flattered to have succumbed to the eventual winners. All in all it was quite a week for team and supporters alike, and we of the team would like to thank the small band who came along to keep up our morale, for it helped tremendously to be cheered on.

(In fact, G.E.C. Stafford were narrowly beaten by Northumbria M.C. in the final on April 6th at Sutton Coldfield).



The team managed to look cheerful after their area final defeat.

(Photo: Julian Berrisford)

# THE CROFT SPRING RACE MEETING

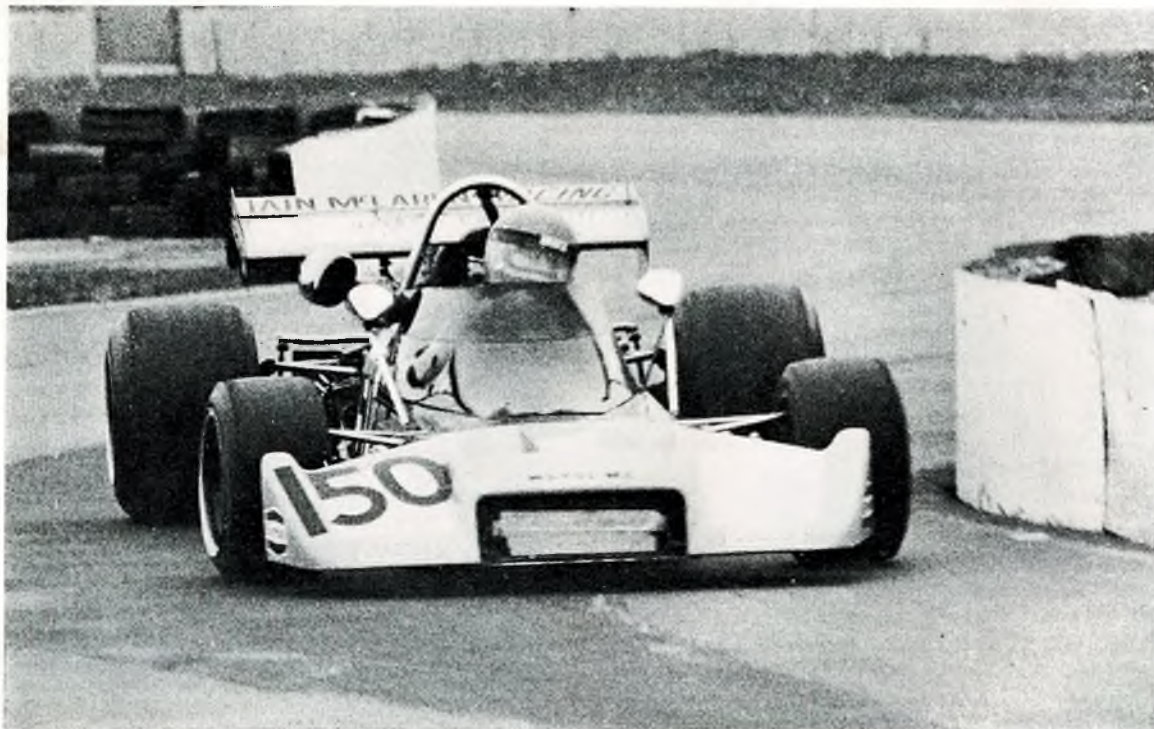
24th MARCH 1974

Our competitive season started in earnest at Croft on Sunday, 2th March, although "Motoring News" decided to announce a race meeting for us on the same date in February, much to our annoyance, but even more to the irritation of the dozens of spectators who turned up to watch one month early from as far afield as Lanark (that was the most remote who rang me up to tell me what he thought of us, though there may well have been worse cases). They haven't bothered to apologise so far, either. Fortunately this did not deter a fair crowd from coming to see our first meeting, and those who braved the biting wind were rewarded with some fine, close racing, and a sight of several people's first appearance in new motors.

As might be expected at the start of the season, there were a few earnest discussions at scrutineering, but none more intense than that over the Lotus Seven which arrived at the scrutineers' bay without a handbrake. As a matter of routine, Peter Watson asked the entrant if there was a dual

braking system, and received a negative reply. "In that case, you can't race". "But I've been racing like this for two years". . . . Pause while baffled scrutineer wonders if he and his mates are beginning to lose their touch, then a closer examination reveals that the car has a cable operated clutch and both master cylinders are for braking. Patiently the scrutineer explains in words of one syllable how the system works and why it means that he can accept the car as safe to race. "Oh, is that what dual braking is," quoth the intrepid driver, "I thought it meant you had to be able to get both feet on the pedal at once".

Practice started bang on time at noon, and with the required reductions in durations of sessions, proceeded relatively smoothly, though one or two of the competitors found that they had not yet got everything screwed together properly; notable among these was Chris Meek, who appeared briefly with his car making dire noises, and disappeared again never to return. Another unfortu-



Iain MacLaren sweeps through the Chicane on his way to victory in the Formule Libre race.

(Photo : Haydn Spedding)



Very close racing in the Special Saloon event as Gerald Clark, Roger Matthews, Alex Clacher and Frank Gunn all try to get in front.

(Photo : Haydn Spedding)

nate was Lionel Dickson whose Mini never made the grid after going well in practice, which fate also befell John Dudley whose Marcos blew up its engine at White House after putting up a time which gave him a place on the second row of the grid. Entertaining as ever, the Formula Ford cars found the exit from the Chicane very slippery, as also did Bob Bingley, who managed an enormous gyration at that point without damaging anything other than his pride. Iain McLaren seemed to be having some difficulty with his Motul at the Chicane, while Andy Barton, Doug Thompson and Philip Barak were making good use of the final practice session before lunch.

After the lunch break some of the marshals were a bit slow to regain their posts, so the cars for the first race, the Mini-Seven "Bob Fox" Championship event, were assembled on the grid rather hastily. Then, just as the two-minute signal went up, the R.A.C. Steward decided that he ought to satisfy himself that all the errant officials were in position, so the two minutes dragged on somewhat. Then the course was declared to be clear, so up went the one-minute board, everyone dashed to their places, and the flag went smartly up and down to set off the Mini-Seven race. Unfortunately, among those caught out by the speed of the countdown was the pole position man, Alan

Corbishley, who was caught completely unawares, and was well and truly left as the field shot by him in all directions. After a bit of sorting on the first lap the field reappeared, closely bunched with Hugo Hoyle in the lead from Chris Maries and Robin Williams; next time round Reg Armstrong had displaced Williams from third place and on the third lap Armstrong was in second spot. This scrap continued throughout the race, and Armstrong managed to get in front on lap 6, but Hoyle regained the lead on the next lap, and held on to the finish, when he was credited with a lead of just one fifth of a second.

1. Hugo Hoyle, Oselli Mini, 12m.16'0s.  
(68.48 m.p.h.)
2. Reg. Armstrong, 12m.16'2s.
3. Chris Maries, 12m.25'2s.

The next race was the well-subscribed event for Formula Ford cars competing in the B.A.R.C./N.S.C.C. Northern Formula Ford Championship, which produced a full grid after Stuart Lawson had repaired a broken gear linkage which curtailed his practice. Kelvin Hesketh took pole position with his Stein Lager Merlyn, and when the flag fell he made a fine start to lead the field away into Tcwer. For the first couple of laps Hesketh led by a whisker from Pete Clark, who then slipped by and led by a short distance. Behind these two,

there was another close packed struggle for third place, which eventually went to Gordon Dalzell with Stuart Lawson steady in fourth place. On the last lap Hesketh managed to slip by at Spa, and held the advantage until the flag which he reached with just one-fifth of a second lead. Behind all this excitement, there was the usual amount of drama, with John Simpson spinning at the Chicane in the middle of the pack, and José Ferreira da Silva also gyrating at the same point; at about the same time, Nigel Robinson went straight on through the gap in the Chicane, which cost him one minute's penalty for taking the short cut.

1. Kelvin Hesketh, Merlyn 24 Rowland, 10m.11.2s. (82.46 m.p.h.)
2. Pete Clark, Crosslé 25F Rowland, 10m.11.4s
3. Gordon Dalzell, Crosslé 20F Holbay, 10m.14.0s.

The third race brought to the line a rather depleted collection of Modsports cars to contest a round of the Blue Circle championship, which also qualified for the Northern Sports Cars (Scorton) Trophy. Perhaps the most interesting car on the grid was Win Percy's Datsun Super Samuri (that's how they spell it, though I believe it's supposed to represent the Japanese warrior usually rendered as "Samurai"), which looked immaculate and very big among the Davrian Imps and Ginettas. When the flag dropped, "Big Sam" took off like a rocket from the third row of the grid, and proceeded to demonstrate that it could mix it with the more specialised machinery by holding a close third place behind di Stefano's Porsche and Jarvis' Davrian Imp. On lap 5 Bob Jarvis managed to slip by the Porsche at Tower Bend, and pull out a comfortable lead, but the Datsun hung on until two laps from the end, when a cloud of blue smoke signalled Percy's departure at White House, which let Jim Adamson's Ginetta up into third place overall.

1. (and 1st in Class D) Bob Jarvis, Davrian Imp (1111 c.c.), 16m.39.2s. (75.66 m.p.h.)
2. (and 1st in Class B) Giovanni di Stefano, Porsche Carrera RSR (2800 c.c.), 16m.53.2s (74.62 m.p.h.)
3. Jim Adamson, Ginetta G4 Ford, 16m.58.0s.

The fourth race brought out a very small field after a third of the entry had failed to appear, but promised a close scrap for the lead as both John Absalom and Jon Fletcher had recorded the same time, which at 1m.14.4s. was less than half a second outside the lap record for 1151—2000 c.c. Modsports; the weather had taken a turn for the worse, and was damp and threatening, though not actually raining, which gave the teams headaches with tyre decisions. From the start, John McDonald's

splendid blue Morgan Plus 8 thundered off into the lead, and held it for three laps before suffering a couple of spins as a result of ignition trouble, which brought him into the pits. This left John Absalom in the lead in the Ginetta, with Jon Fletcher in hot pursuit; on lap 9 he managed to get by and held on to a lead which was extended when Absalom spun at Sunny without losing his second place. Throughout this time, John Evans held a steady third place in his immaculate white Elan, while a skirmish behind him was eventually resolved in fourth place for Bryan Litherland's E-type Jaguar until the last lap when McDonald's Morgan fought its way through to take the over-3001 c.c. class from him.

1. (and 1st in class C) Jon Fletcher, Lotus Elan, 16m.05.6s. (78.29 m.p.h.)
2. John Absalom, Ginetta G4 Ford, 16m.10.6s.
3. John Evans, Lotus Elan 74M, 17m.07.8s.
4. (and 1st in class A) John McDonald, Morgan Plus 8, 11 laps

The fifth race of the afternoon brought out the Clubman's Sports Cars to a rather thin grid, which got away with some drama after Bob Bingley's DRW had resolutely refused to start until pushed, and John Muirhead's Mallock stalled on the line, causing Richard Bailey behind him to execute a phenomenal avoidance. For two laps, Gavin Scott held first place, but then John Holroyd passed him and pulled well away. Scott also established a lead sufficiently safe to allow him the luxury of a spin at the Chicane exit without jeopardising his second place. After his start line difficulties, John Muirhead's efforts to catch up ended in the banking at Sunny after a spin, and the race developed into an orderly procession.

1. John Holroyd, Mallock U2 11B Ford, 10m.46.6s., (77.95 m.p.h.)
2. Gavin Scott, Mallock U2 11B Aldon, 11m.29.2s.
3. Vin Malkie, Chevron D1 Holbay, 11m.40.4s.

The start of the Special Saloon race also provided its share of drama, with Richard Edward's Mini refusing to fire after prolonged pushing, and Alan Ritchie's Mini retiring at the start. Gerald Clark's Mini made a good start from the second row, and led for the first three laps, hotly pursued by Roger Matthews' Mini, Alex Clacher's Imp and Frank Gunn's 2-litre Escort. Then on lap 4 they had a major re-shuffle and the order became Gunn, Matthews, Clacher and Clark. Leader and fourth-place man kept it that way, but on the penultimate lap Alex Clacher pulled out a few more stops to squeeze through into second place.

Continued on page 21

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# HILLCLIMB HAPPENINGS

by JOHN ENGLISH

The 1974 season has got under way with the first round of the Castrol B.A.R.C. Championship at Prescott on March 31st, when the sun was shining and everybody had a great time. The Championship has got a familiar ring with Mike Flather taking an early lead in his Aldon Mini with 8.83 points from Nicky Porter in his Cooper S (now celebrating its tenth season of competition by getting a quick polish). Nicky has swopped the number plate with his wife's Mini, so the Cooper is now registered as 10 UP, and just to keep the opposition at bay he has fitted split Webers.

The McRae GM1 was having its first outing on the hills in the hands of Roy Lane and was of course immaculately prepared, but was suffering from slight handling problems which no doubt Roy will sort out as the season progresses. Also taking up Roy's time is the preparation of a Surtees TS11 (ex Gijs van Lennep) for Jonty Williamson to use in the RAC Sprint Championship.

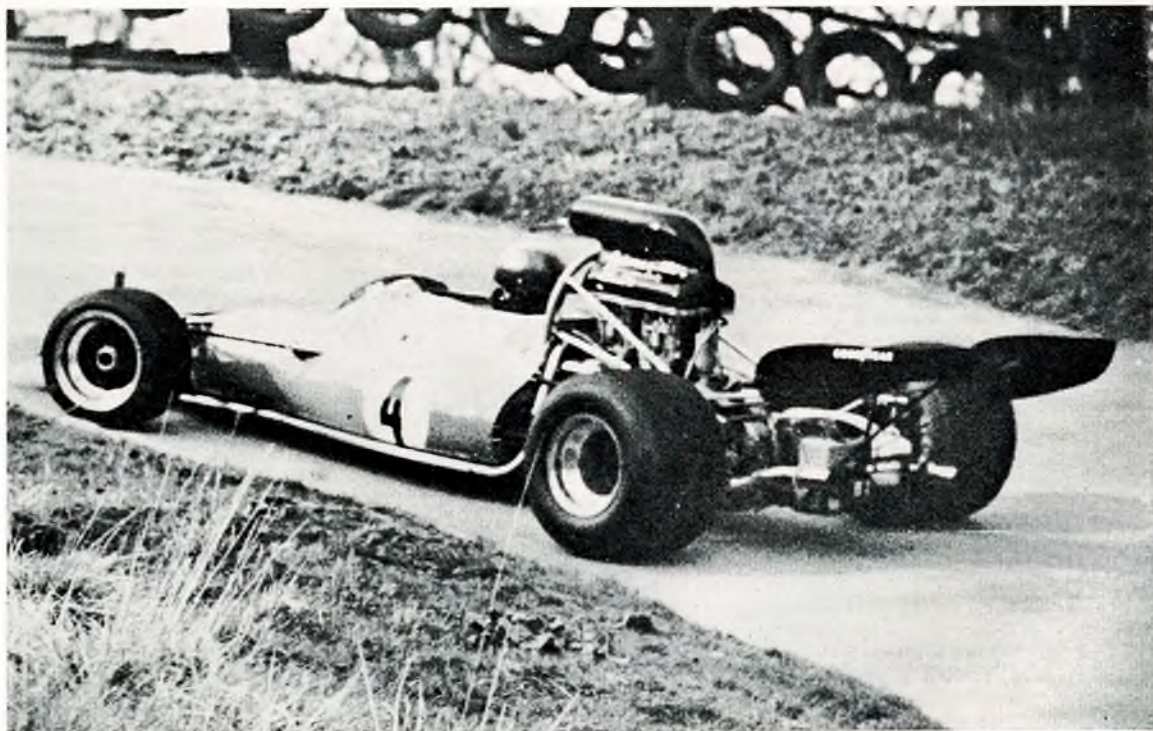
Also at Prescott was Peter Voigt having his first outing in the Voigt-Renwick Special which un-

fortunately was not able to take any competitive runs, however, Peter managed a run in Alan Richard's Gryphon Ford. The Voigt Renwick Special/Toric Mk. 1 is powered by a German Konig (marine outboard motor) engine, two cylinders of which are hidden under the seat.

The "in" car for 1974 would appear to be a Chevron, with Richard Shardlow in an ex works B25 fitted with his last year's engine and also suffering from slight handling troubles. Making his first appearance in an open-wheel car since 1961 was Reg Phillips also in a B25 (ex Peter Gethin) which has been fitted with an Allen Smith all-alloy engine.

Lancashire's answer to Tom Wheatcroft, John McCartney, was in his latest acquisition, an ex-works, ex-John Love 1964 type 79 Cooper, fitted with a 2.5 litre short stroke Climax engine. This car is one that Bruce McLaren used for the Tasman Championship when he won it, and is also the first car to win a Grand Prix using Firestone Tyres.

Reigning RAC Champion Mike McDowel has spent the winter taking his car into small pieces

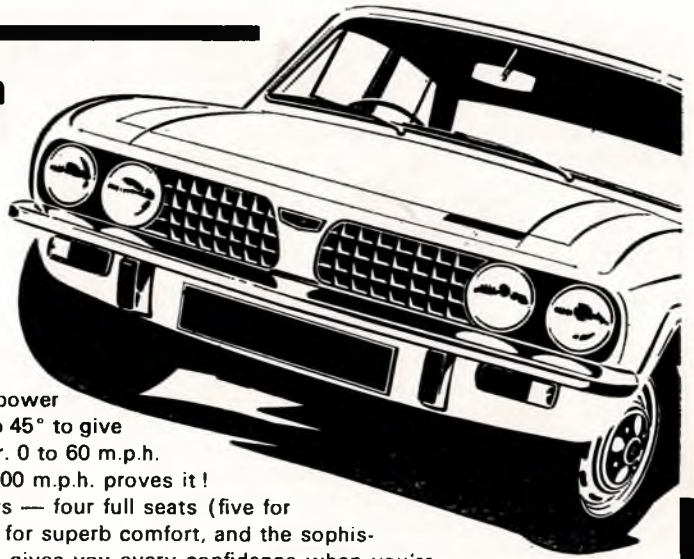


Roy Lane gives his new McRae GM1 its first outing at Prescott.

(Photo: John English)



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## HILLCLIMB HAPPENINGS—cont.

and rebuilding it with a big valve engine and commented at Prescott that it now "feels lovely".

Alistair Douglas Osborne in the ex Richard Shardlow BT38 has now repainted it Glossy Black and called it a Temple Row Special. Stroud architect Chris Cramer was in his March 74B Grunhalle Lager Special and appeared to be expecting snow as last year at Prescott by fitting a snow-plough nose to his car.

A spectator at Prescott was Alex Boyle who has given up Hill-climbing to go Mini Miglia Racing in a Lassman Mini, but Alex still intends to go to Hill-climbs for the social side. Also spectating at Prescott were John and Carol Davies who are now "concentrating on bringing-up their family".

Round two of the Castrol/BARC Championship was Easter Sunday at Harewood and Chairman Mike must have been taking lessons from Mike Norris-Hill and arranged for the sun to shine just for once; to quote "Hopalong" Atkins "It's the first time I have been to Harewood when the sun has been shining". Just to keep things the same, Mike Flather again set a new class record in Class One to retain his lead in the Championship.

Having his first outing in the newly rebuilt McLaren was Tony (or is it "Tone") Bancroft, now being sponsored by Compton Edwards, who are part of the Edwards Scientific International Ltd. Group, who amongst other things make electric organs!!! (there's no answer to that).

Although not entered, Pat and Brian Kenyon were out and about at Harewood doing their bit on the marshalling strength, as well as playing host to Russ Ward from Cheltenham who made the long trek North, just to beat Chris Seaman, which he did by a few hundredths of a second, keeping Chris out of the Top Ten.

Round one of the R.A.C. Hill-climb Championship was at Loton Park on Easter Monday, and several of the Harewood competitors had made the overnight trek. Yet again, the sun was shining; general opinion is that it's bound to be snowing at Wiscombe. Russ Ward proved that his long journey had not been in vain by again winning his class. The prize money will just about cover the petrol bills. Having spent some hours hand-cutting intermediate tread patterns in a set of rear slick tyres and drilling holes in the front anti-roll bar, Roy Lane is now getting to grips with the McRae and took second place in the class behind Sir Nick Williamson's Marlyn, which along with David Good's Lyncar was sporting the smart red livery of their new joint sponsor, Station Garage of Taplow.

Smartly turned out but finishing in a sorry looking state was the Palliser of David Fyfe and Alex Brown. Alex did a Flying Scotsman act on his second run just before the finish line, and on landing it appeared that a rear upright broke, throwing the car out of control. After bouncing three times, damaging the nose, and sending the Timekeepers' finish battery into orbit, the car came to rest fortunately without damage to its pilot. However, at the end of the meeting when a large gang went to help load the car on to its trailer, it was found that the acid from the battery had been sprayed all over the car and was already eating into the alloy parts of the car (like the engine). The gang then set to, with buckets of water and cloths to swab down the car. Note for timekeepers, if lead-acid batteries have to be used, please protect them. Mind you, after listening to the Loton timekeeper, something will be done there as he had three of his batteries damaged in the one day.

The Loton championship runs were more like an elimination contest with first David Franklin then Ken MacMaster retiring at Triangle on their first runs. Sir Nick Williamson got most of the way up the hill before a driveshaft broke and he coasted over the line on his first run. Some fast, hard work by a small array of helpers was not rewarded by Nick taking a second run, as it was found, after removing the broken shaft, that the replacement had its splines machined just in the wrong place. Nice to see everyone mucking-in though, once again proving what a friendly form of motor sport hillclimbing is.

So it was reigning Champion Mike MacDowel who took the ten points with Roy Lane, Tony Griffiths and David Good close behind.

Story of the month; John McCartney decided it would be a good idea to insulate his house to save some money in the heating bills to buy another BRM. The workmen arrived to fill the cavity walls with plastic foam. They drilled holes in the walls, starting with the garage, and started pumping-in the foam. At this point John arrived home to inspect the work, and to his horror found they had pumped several gallons of liquid into the holes in the garage wall, which was rapidly turning into foam in the garage; the garage wall did not have a cavity and the holes had been drilled right through. One of John's BRM's was the only casualty, the foam having removed the paint. Said John, "I always wanted it in Yardley colours any way!".

## PETROL CRISIS COMMENT FROM TIPCO

- "Coupon allocation is based on size!" ..... Mike Wilson
- "Doesn't worry me old chap, I've just bought a chain of filling stations" ..... David Stead
- "What on earth am I going to do about the Birds?" ..... Chris Tipping
- "If we had a B.A.R.C. Dinner Dance every weekend my mileage  
would be halved — I can never find my car till Monday!" ..... Chippy Stross
- "I really must get a map, a compass, a sextant or even a navigator" ..... Jan Walker
- "How can I possibly get to Committee Meetings?" ..... John Cockayne
- "For greater economy I'm having my head polished" ..... Tony Bancroft
- "Six gallons of what a week?" ..... Tony Lanfranchi

## TOOL UP WITH TIPCO

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# April Club Night Photo-Quiz

The April Club Night was to have been the first competitive event of the season, and plans had been made for a series of driving tests in the Morley area, but difficulties with the application for a permit made it impossible to put the event together in time. So at the last minute, Bob Soper stepped in with an offer to organise a picture quiz at the White Hart in Pool, and a hastily-contrived duplicated slip joined the Circular yet again to tell of the change of plan. Even though this warned of an alteration in the "May" club night, about twenty-five members, wives, friends and so on turned up to take part or watch.

Quite apart from a pleasant social gathering, the event proved to be a considerable test of memory, for some of the photos which Bob had dredged up from the bottom of his commodious treasure chest were of events and people who were prominent in the Centre's affairs in days long past. I must apologise for failing to recognise a much younger version of the organiser pedalling a blown Viva up Harewood, but I'd forgotten he ever had one. Nobody could fault the pictures for clarity as an excuse, for they were all, old and new, of a very high standard, and reflected great credit on both Bob as a photographer and his tame expert processor as a print producer.

When the dust settled, it came as no great surprise to find that David Scatchard had won, by a very short head from Jim Johnstone (candidate for next year's Castrol Quiz team), and David was duly presented with a tie and key ring for his prowess. Thanks to Bob for a very enjoyable evening.

### Results :

	points
1. David Scatchard .....	79
2. Jim Johnstone .....	78
3. Tony Hodgetts .....	73
4. Harry Mason .....	59
5. Boris Hardcastle .....	51
6. Josephine Lee .....	49
7. Peter Scott .....	37
8. Paul Adelman .....	28
9. Tim Smith .....	26
Malcolm Rogerson .....	26
11. Malcolm Lanfranchi .....	23
12. Doug Marsden .....	15
13. Hazel Marsden .....	14

# Correspondence

To the Editor,

Dear Sir,

To all who attended the Marshals' Training Day at Croft on April 6th, whether trainee, training officer, driver, or lecturer — many thanks for your interest and involvement, which helped to make the day a success. Some 170 enthusiasts attended the session, of whom about 110 were trainees.

To those who could not attend, sorry you missed such a worthwhile day, hope to see you at the next one — we hope early in 1975.

The theme that we are aiming at is 'co-operation and standardisation'. The promoting clubs all gave tremendous support, each contributing equipment, experience, expertise, and the inevitable cash. Standardisation is a little more difficult, since all clubs differ in their approach to race organisation. It was apparent that incident coverage was well handled, but that there were differences of opinion on flagging. Consequently we could well concentrate more on flagging at any future session.

In planning any future session I would welcome any ideas, particularly from trainees, as to how the day might be improved. Please drop me a line if you have a point to make.

Hoping to see you at Croft in early '75.

Yours sincerely,

Horsforth.

Les Bentley.

### CROFT—continued from page 14.

1. (and 1st in class A) Frank Gunn, Ford Escort 2000 c.c., 10m.36.8s. (79.14 m.p.h.)
2. (and 1st in class C) Alex Clacher, Chrysler Imp 998 c.c., 10m.39.6s. (78.80 m.p.h.)
3. (1st in class B) Roger Matthews, B.L.M.C. Cooper S 1293 c.c., 10m.46.6s. (77.95 m.p.h.)

The final race of the day was, as usual, a Formule Libre race; and here, after Geoffrey Lambert had been penalised for jumping the start, Doug Thompson's GRD Atlantic and Andy Barton's Lotus 69F took the lead. Then on lap four they both overdid it, and spun off, letting Iain McLaren through into a lead which he retained for the rest of the race, followed home by Philip Barak (Brabham BT 36) and Graham Hamilton (Van Dieman). Andy Barton worked his way back up to fourth place by lap eight — if we hadn't been required to cut the race length the result might have been different.

1. Iain McLaren, Motul F2 BDG, 10m.40.8s. (78.65 m.p.h.)
2. Philip Barak, Brabham BT36 FVC, 10m.49.0s.
3. Graham Hamilton, Van Dieman RF7HS, 10m.56.6s.

# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
May	2 Club Night Production Car Trial (C)	PKC
	12 "E. A. Denny" Production Car Trial (CJ)	PKCA
	19 "Harewood Practice Day" (C)	PK
	27 "Spring Bank Holiday" Race Meeting, Croft (R)	PK
June	2 "Vintage and Novices" Hill Climb, Harewood (R)	PK
	6 Club Night Autotests (C)	PKC
	8/9 "The Scarborough Weekend" Autotests (CJ)	PKCA
	8 The Scarborough Dance.	
July	4 Club Night Autotests (C)	PKC
	6/7 "R.A.C. Championship Shell Speedclimb", Harewood (N)	PK
August	21 H.Q./Yorkshire Centre Race Meeting, Cadwell Park (R)	
	1 Club Night Autotests (C)	PKC
	4 "Harewood Members' Hill Climb" (C) (Castrol/B.A.R.C. Championship Round)	PKA
	11 Croft "Midsummer" Race Meeting (R)	PK
18 British Heart Foundation/B.A.R.C. "Soap Box Derby" at Harewood		
September	5 Club Night Production Car Trial (C)	PKC
	6 "BARC-B-Cue" at Harewood	
	8 Croft End of Season Race Meeting (R)	PK
	28/29 "Castrol Trophy" Hill Climb, Harewood (N)	PK
28 Hill Climb Dance, Harewood		
October	3 Club Night Social Event	
	6 "Greenwood Cup" Production Car Trial (CJ)	PKC
	19/20 "The Buxton Weekend" Autotests and P.C.T. (CJ)	PKC
November	7 Club Night Social Event	
	16 R.A.C. Rally starts at York; possible stage at Harewood.	
	20 R.A.C. Rally finishes.	
December	5 Club Night Social Event	
	7 Annual Dinner Dance.	

Staus: N = National; R = Restricted; C = Closed; CJ = Closed Joint Promotion

Centre Competitions: P = Pearce Trophy; K = Ken Lee Trophy; C = Chippy-lola Vase

A = Arnold Burton Trophy.

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